

The Haltonian Magazine

86 Edition

Summer 1960


(Scroll down)



GENERAL PRECISION SYSTEMS LTD

For many years we have been privileged to supply flight simulators and other synthetic training equipment to the Air Forces of these nations:—

Australia	Germany
Belgium	Holland
Burma	India
Denmark	Israel
United Arab Republic	South Africa
Ethiopia	Sweden
France	Switzerland
	United Kingdom



For the Royal Air Force the Lightning Flight Simulator of our design and manufacture is equipped with a simulated and comprehensive fire control system of the most advanced type.



GENERAL PRECISION SYSTEMS LTD.

AYLESBURY

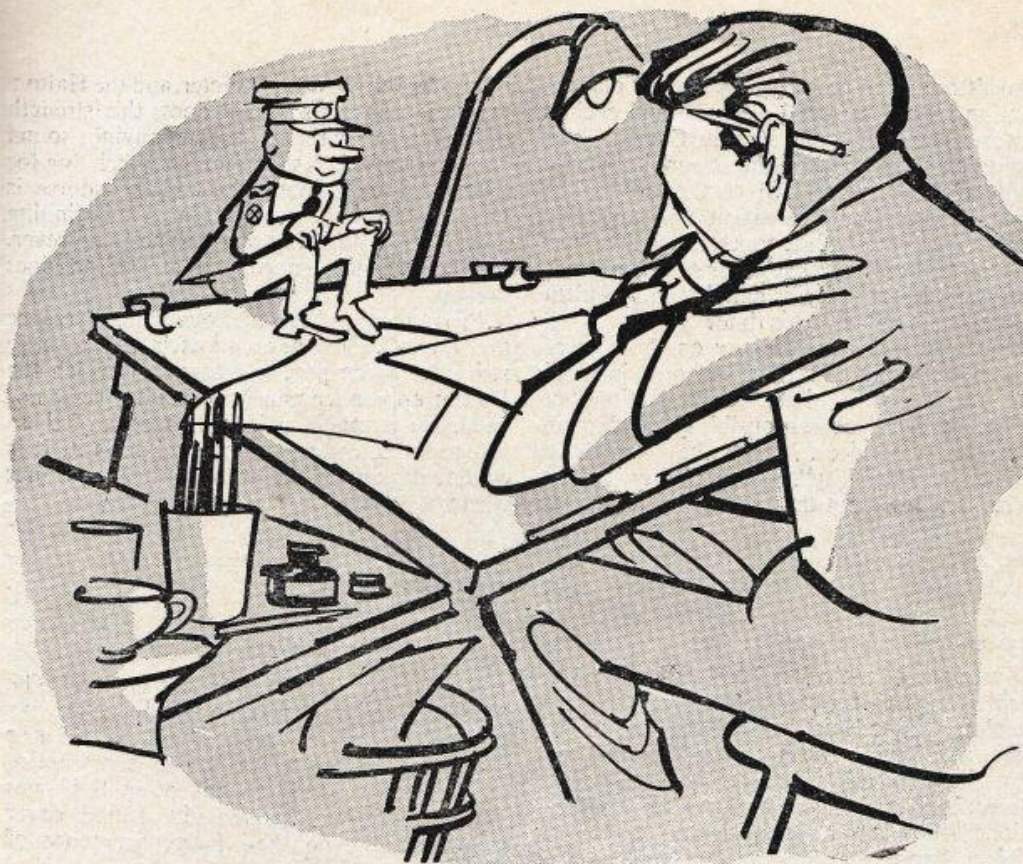
BUCKINGHAMSHIRE

ENGLAND

Telephone: Aylesbury 4611/7

Telegrams: Trainair Aylesbury

Telex: 83130



EDITORIAL

A TALE OF TWO KITTIES

Tucked sensibly into the side of the Chilterns lies our No. 1 Technical Training School, R.A.F. Halton. In France, the equivalent organisation is the Ecole des Apprentis Mecaniciens de l'Armee de l'Air. Both establishments have an objective, the training of skilled technicians for the national Air Force.

Means to this end however, while broadly the same, differ widely in some details. One point of contrast struck the Editor most forcibly. Thursday is bunting day for the British apprentice. On each of the fifty two Thursdays of the year, the seventeen and a half year old has deposited in his left hand the sum of six pounds nine shillings and six pence. On the basis of this sum it can only be assumed that, in France, the pay parade is an annual event. On any lower temporal scale it would be uneconomic. During his first two years of

training the French apprentice earns six francs per month (ten shillings). During these same two years therefore, his annual income is nine shillings and sixpence less than the weekly income of our indigenous product.

In spite of the fact that, at the beginning of his third year the French apprentice has a tenfold increase in pay (sixty francs per month, rising to ninety) it is hard to imagine a rush of applications for transfer. Broadly speaking it can be said that the Halton apprentice is better off than his Gallic counterpart.

The point of interest which arises is the question as to which financial system produces the better end-product. Does one system aim at paupers, as against spendthrifts, parsimony as against luxury, austerity as against extravagance? How should one react to the information of the earlier paragraphs?

It must be obvious that the technical neophyte in France learns the value of money.

Transistor sets, tape recorders, record players, hunting lodges, sartorial elegance and cached motor cycles are beyond his ken. Careful inner cogitation must precede the expenditure of a single Gallic bawbee. All to the good! The same concentrated evaluation will apply in later and more oppulent times. Does this infer that the Halton boy, that pillar of Aylesbury's commercial prosperity, is dangled in succulent plutocracy long before his time?

The words of Air Ministry on the aim of apprentices' training should be borne in mind—"to develop in them such qualities of character, sense of responsibility, leadership and pride of service . . ." The key word is of course "responsibility". Responsibility can not be inculcated without trust. If the Halton train-

ing successfully builds character, and the Halton reputation suggests that it does, this strength of character with its accompanying sound common sense is a solid enough watch dog for financial transactions. The training course is however three years, and in the beginning mistakes are probably made. Finally however, it is confidently expected that Halton does prevail.

Pierre handles his half crown with reverence and awe. Civilian apprentices in this country strike for more pay, a process for which the Halton apprentice can have neither right nor need. He is much luckier than both of these categories of colleague and he knows it. It is confidently assumed that to this luck he brings wisdom.

LETTERS TO THE EDITOR

Dear Sir,

I was one of the original N.C.Os selected at Farnborough to form the staff proceeding to Wendover, later Halton, for the R.A.C. Boys' Wing, and having had a copy of The Halton Magazine handed to me recently, I read with interest in an article, some of the early "tribulations". Here is some early history:

When I took a demonstration squad to the Senior Officers' School of Instruction, Aldershot, the O.C. Major-General Kentish, I believe, told a Captain to offer thanks on completion of the drill. He just said "Thanks chaps!"; but was instructed to commence, "Gentlemen of the Royal Flying Corps"; hence the origin of this style of address, and perhaps the seeds of the Uxbridge wonderful drill.

Later King George V on watching a parade of the Boys' Wing said, "You stand as steady as my Guardsmen, what more can I say".

Whenever I hear the Royal Air Force March I remember how we stepped out in the trials of various tunes. I am reminded that Sir Welford Davies said to Trumpet Major Imeson, "What do you think to it Trumpet Major?" and got the reply that, as played, it could be improved by some bars like the opening of the Royal Salute; hence the present stirring presentation.

I have not been to Halton since April 1918, but to any originals my kindest remembrances.

Yours sincerely,

H. M. JONES, 6815

Dear Squadron Leader Settingington,

I was most interested in the copy of The Halton Magazine you so kindly sent me. Particularly in the article about Ball. I was sent out to 56 Squadron at very short notice to take over a Flight just after Ball was reported missing. Incidentally, I had never seen an S.E.5, nor had I any experience of tractors.

I expected to find a Squadron plunged in gloom as another Flight Commander had been shot through the wrist just before I arrived. To my relief I found nothing of the sort. The morale was high. This was largely due to the dynamic personality of the C.O. Major Bloomfield. This, in spite of the fact that he himself never left the ground. On second thoughts it was due more likely to the morale resiliency of the very young.

I see also in your article on Ball that the author uses the dreadful plural "albatrosses". Rhys-Davids being a Classical scholar insisted that the plural should be "albatrri", and this was the name we always used.

Incidentally our Chief Inspector, one Jack Lyons, is an ex-Halton boy. 1st Entry 1922. A very good Vintage if the rest are like him. Plenty of body and improve with age.

Yours sincerely,

G. H. BOWMAN

(The Heston Aircraft Co., Ltd.)



GRADUATION OF THE 86TH ENTRY

The Graduation Parade of the 86th Entry of Aircraft Apprentices at Halton took place on the Henderson and Groves Parade Ground on 13th April, 1960. The Reviewing Officer was Air Marshal Sir Kenneth B. B. Cross, K.C.B., C.B.E., D.S.O., D.F.C., Air Officer Commanding-in-Chief Bomber Command. He was accompanied by Air Marshal Sir Wallace Kyle, K.C.B., C.B.E., D.S.O., D.F.C., Air Officer Commanding-in-Chief Technical Training Command, Group Captain J. W. McKelvey, M.B.E., representing the Air Officer Commanding No. 24 Group, Air Commodore T. N. Coslett, C.B., O.B.E., Commandant of No. 1 School of Technical Training, Group Captain S. G. Taylor, Senior Training Officer, Group Captain D. M. B. Pitt, M.B.E., Principal Education Officer, and Wing Commander R. J. Palmer, M.B.E., Officer Commanding No. 1 Apprentice Wing.

The Parade was under the command of Warrant Officer Apprentice A. R. Freeman. The following N.C.O. Apprentices were subordinate commanders:

Parade Adjutant	S/A/A S. G. Tollhurst
Parade Warrant Officer	S/A/A R. E. Johnson
Colour Bearer	S/A/A A. W. Hardwick
Colour Warrant Officer	C/A/A D. Drinkwater
Colour Escort	S/A/A R. F. Parker (R.N.Z.A.F.)
	S/A/A B. N. Strickland (R. Rhod. A.F.)
Colour Orderly	A/A D. E. Howes
Escort Squadron Commander	S/A/A D. Hunter
No. 1. Flight Commander	S/A/A C. G. Ryan (R.N.Z.A.F.)
No. 2 Flight Commander	S/A/A A. D. Longland
No. 2 Squadron Commander	S/A/A J. A. Truelove
No. 1 Flight Commander	S/A/A P. B. Dawson (R.N.Z.A.F.)
No. 2 Flight Commander	S/A/A C. R. Pogue

Standard Bearers C/A/A B. Sidebotham
 C/A/A H. A. Foakes
 Apprentice i/c Supporting Entry
 S/A/A J. Tunnah
 Drum Major Pipe Band L/A/A W. J. Crump
 Drum Major Brass Band L/A/A C. Kirby
 The entries on parade were the 86th and 87th.

The Commandant's Report

After the Parade the Prize-giving took place in the Burnett Gymnasium, where the Commandant delivered his report on the 86th Entry's career at Halton. He first expressed his pleasure at the presence of Air Officer Commanding-in-Chief Bomber Command, Sir Kenneth Cross, as Reviewing Officer. First commissioned in 1930, Sir Kenneth has had a distinguished career. In 1940 he was Squadron Leader commanding No. 46 F Squadron, which operated from the aircraft carrier H.M.S. *Glorious*. Sir Kenneth was one of the seven survivors from the ship's crew of 1,400 men when H.M.S. *Glorious* was sunk by the German battle-cruisers *Scharnhorst* and *Gneisenau*, off the coast of Norway. In 1946 Sir Kenneth graduated from the Imperial Defence College and was appointed to the Headquarters of British Air Forces of Occupation in Germany. Before assuming his present command he was A.O.C. No. 3 (Bomber) Group. The Air Marshal has represented the R.A.F. at rugby and golf and is now President of the R.A.F. Rugby Union.

The original strength of the 86th entry was 283 but nearly one third had been lost by transfer to junior entries or to lower trade levels, and by discharge. To reduce this wastage action has been taken to raise the academic standard for entry to Halton. To foster the will to work, junior apprentices will do more supervised homework in their own time. Also, approval has been given for a new scheme which will give an apprentice an opportunity to qualify for one or two years' accelerated promotion to Corporal Technician, according to the overall percentage of marks he obtains in passing out.

The 86th was an average entry, 66 Apprentices were promoted to N.C.O. rank and justified the confidence placed in them. The entry has worked hard to achieve the standard of drill shown on the parade. Recently

unsettled by the Wing reorganization, the entry showed this term a steady improvement in spirit and performance. In sport 41 Apprentices were members of school teams and 22 were awarded school colours in ten sports.

Despite the introduction of both homework and extra technical training, the entry's attainment in trade training was only average. In their Final Trade Test five Apprentices failed, four of whom were in Airframe and one in Instrument trades.

The average mark in the final educational exam was 59% which is a little lower than average. Thirteen R.A.F. Apprentices obtained Class 'A' passes and none failed. The entry contained five New Zealand, two Rhodesian, two Burmese, and two Venezuelan Apprentices only one of whom failed the final educational exam. The five New Zealand Apprentices scored between them an average mark of 75% — a very fine achievement. The Ordinary National Certificate in Mechanical or Electrical Engineering was awarded to 26 Apprentices fifteen of whom gained passes with credit or distinction. Three Apprentices obtained G.C.E. at 'A' level and 118 at 'O' level and there were three First Class and ten Second Class passes in the City and Guilds examination.

Nine Apprentices were graduating as Substantive Corporals, seven qualified for accelerated promotion to Corporal Technician after one year and a further 81 qualified for Corporal Technician after two years, under the new scheme. The Commandant had nominated Warrant Officer Apprentice Freeman as Prize Cadet and he had been appointed to a cadetship at the Royal Air Force College, Cranwell. In addition nine Apprentices were nominated to attend the Selection Board, and it was anticipated that five of these would receive commissions.

Air Commodore Coslett said that he was able to announce with a note of pride that in the 86th entry was the 30,000th Apprentice to pass out since the introduction of Apprentice Schools. The high positions of trust and responsibility in Service and civilian life achieved by many past Apprentices reveal the wisdom and foresight of the founder of the Apprentices Scheme, Lord Trenchard. The commissions, honours and awards won in the past by those who worked hard, irrespective of their backgrounds, indicated the possibilities lying before the apprentices of the 86th. The



Part of the March-Past.

Commandant congratulated the entry on the completion of their course and bade them uphold the good name of Halton in the R.A.F.

The Commandant then called upon Air Marshal Cross to present the prizes.

Address by the Reviewing Officer

The Reviewing Officer first expressed his gratitude for having been given the opportunity to be present at the Graduation Parade, and then he congratulated the apprentices on the standard of their drill which was up to the highest traditions of Halton.

Although Air Marshal Cross has never had much practical contact with Halton in his service, he has met many Halton men and has noticed that they are outstanding in two ways. The Halton man has confidence in his ability to complete a task within his sphere and he has higher standards than most, both in work and play. He is to be found in all parts of the

Service, maintaining his high standards throughout his career.

In a sense the ex-apprentice judges by his own standards and strives hard for responsibility. The best example of this, in the Reviewing Officer's experience was during the departure from Norway. The airmen were allowed to carry only personal kits strapped to their backs. Without any order being given they chose to carry in their packs, tool kits which they knew were in very short supply.

Air Marshal Cross was pleased to see the parents and he urged them to be proud of their sons who would help the R.A.F. to discharge its worthy duty of preserving peace in the world.

The apprentices themselves would probably be thinking of their graduation dance or of their leave, as they had every right to do, but soon they will be wondering what their next station is like. The Air Marshal told them. On

their new stations, the primary responsibility of their officers and N.C.O.'s will be in flying, servicing and operating extremely expensive aircraft and missiles. This will give the ex-apprentice less supervision and more freedom. However this trust must not be abused. Modern aircraft suffer more from technical faults than flying defects. The aircrew's lives are in the

technician's hands. To allow the R.A.F. to accomplish its mission the young technician must ask when unsure but above all he must see that everything works properly.

Finally the Reviewing Officer congratulated the graduating entry, particularly the prize-winners and wished them the very best of good luck in the Royal Air Force.



The Prize Winners.

86th ENTRY CADETSHIPS

A Prize Cadetship in the General Duties Branch has been awarded to:—
W.O./A/A A. R. FREEMAN

PRIZE WINNERS

MONSIGNOR BEAUCHAMP MEMORIAL PRIZE (for the best all-round apprentice)
W.O./A/A A. R. FREEMAN
PIONEER TROPHY (for the highest marks in all Technical Training Subjects)
S/A/A P. B. DAWSON (R.N.Z.A.F.)
CREBBIN-ROBINSON CUP (for the best Trade Standards Practical Fitting Test)
A/A W. T. HARRIS
ELLIOTT MEMORIAL PRIZE (presented by the Royal Aeronautical Society for the highest mark in English and General Studies)
L/A/A K. A. WRIGHT
QUINTON MEMORIAL TROPHY (for the best ex-A.T.C. Cadet)
S/A/A C. R. POGUE

AIR MINISTRY PRIZES

HIGHEST IN ORDER OF MERIT, ALL SUBJECTS
S/A/A C. G. RYAN (R.N.Z.A.F.)

HIGHEST IN ORDER OF MERIT, EDUCATIONAL SUBJECTS

FIRST PRIZE: S/A/A D. HUNTER

SECOND PRIZE: C/A/A M. A. TREEN

BEST "SET TASK", GENERAL STUDIES
L/A/A C. A. RUSS

HIGHEST IN ORDER OF MERIT, GENERAL SERVICE EFFICIENCY

FIRST PRIZE: W.O./A/A A. R. FREEMAN

SECOND PRIZE: S/A/A R. F. PARKER (R.N.Z.A.F.)

HIGHEST AVERAGE FOR PRACTICAL FITTING OVER THE THREE YEAR COURSE
S/A/A S. C. TOLHURST

BEST TRADESMEN IN TRADE STANDARDS TESTS

AIRFRAME FITTER	S/A/A D. HUNTER
ARMAMENT FITTER	A/A W. WHYTE
ELECTRICAL FITTER	S/A/A G. F. E. GARDNER (R.N.Z.A.F.)
ENGINE FITTER 1ST	S/A/A P. B. DAWSON (R.N.Z.A.F.)
ENGINE FITTER 2ND	S/A/A B. N. STRICKLAND (R. Rhod. A.F.)
INSTRUMENT FITTER (NAV.)	C/A/A J. TOLLIDAY
INSTRUMENT FITTER (GEN.)	S/A/A C. G. RYAN (R.N.Z.A.F.)

86th ENTRY SPORTS AWARDS**School Colour Awards**

ATHLETICS		
A/A J. M. HILL	1959
A/A F. C. MOSS	1959
BOXING		
C/A/A A. V. BUSHELL,	1958/59 (Capt. 1959)
A/A/ HTOO EDSEL, (Burma A.F.)	1958/59
A/A B. O'NEIL	1958/59
A/A H. J. STANLEY	1959/60
CRICKET		
A/A B. RATCLIFFE	1959
C/A/A J. WILLOWS	1958
CROSS COUNTRY		
C/A/A R. E. COLLAR	1957/58/59
FENCING		
A/A E. G. E. BIRD	1959/60
A/A D. C. PIRIE	1958/59/60
HOCKEY		
L/A/A C. V. EDGERLEY	1959/60
A/A J. TIMNEY	1959/60
A/A R. J. H. WOOD	1959/60
RUGBY		
L/A/A A. M. ROBINSON	1959/60
L/A/A A. M. TREE	1959/60
S/A/A J. A. TRUETOVE	1958/59/60
SHOOTING		
L/A/A R. FLEETHAM	(Capt. 1959/60) 1959
A/A S. W. LEGG	1959
A/A S. S. WESTLAND	1959
SOCCER		
S/A/A W. DINNIE	1958/59
S/A/A A. W. HARDWICK	1958/59/60 (Capt. 1959)
A/A R. SANDERSON	1959/60
SWIMMING/WATER POLO		
L/A/A J. C. HUMPHRIES	1959
A/A E. PALSEY	1959
TENNIS		
A/A J. HAYDON	1958

86th ENTRY POSTING LIST

(in order of merit)

Ryan, C. G.
Freeman, A. R.
Gardner, G. F. E.
Hunter, D.

Substantive Corporal
Prize Cadetship (G.D.) Cran-
well, Substantive Corporal
Substantive Corporal
Substantive Corporal

Dawson, P. B.
Parker, R. F.
Trueto, J. A.

Substantive Corporal
Substantive Corporal
G.D. Branch, Direct Com-
mission, Substantive Corporal
South Ce.ney

Pogue, C. R.
 Strickland, B. N.
 Tolliday, J. R. H.
 Hunt, C. B.
 Turner, F. H.
 Treen, M.A.
 Williams, D. P.
 Haywood, D. S.
 Edgeley, C. V.
 Wright, K. A.
 Whyte, W.
 Ronalds, I. E.
 Tohurst, S. C.
 Mitchell, R. J.
 Hardwick, P. W.
 Davey, D. W.
 Dinnie, W.
 Lane, P. C. P.
 Humphrey, P. J.
 Roberts, B. A.
 Millband, M.
 Bakehouse, D.
 Defraime, R. D.
 Hawksworth, B. F.
 Northmore, H.
 Ducat, C.
 Fane, B. M.
 Robinson, A. M.
 Ruck, T. C.
 Harris, W. T.
 Drinkwater, R. D.
 Howes, D. E.
 Tree, A. M.
 Reynolds, P. C.
 Bull, T. I.
 Pirie, D. C.
 Fenn, M. R.
 Briggs, B.
 Wiseman, D. J.
 Harris, R. W.
 Bartholomew, K.
 Watson, B. L. R.
 Halliar, G. D.
 Morgan, W. D.
 Cosgrove, B.
 Davidson, J. F.
 Lambert, M. McG.
 Hore, B. W.
 Bain, C. A. J.
 Chawner, B. K.
 Kirby, C.
 Foakes, H. A.
 Miller, J. D. R.
 Harris, N. B. O.
 Quaid, P. D.
 Collar, R. E.
 Stringer, R. P.
 Stitt, T. M.
 Coop, J. P. E.
 Flintney, R. O.
 Rains, M. R. D.
 Legg, S. W.
 Haddon, P. F.
 Stevens, A.
 Parker, D.
 Hughes, R. E.
 Ellaway, D. G.
 Longland, A. D. J.
 Hoskins, B.
 Johnson, R. E.
 Monk, L. J.
 Condie, D. G. McK.
 Pa.say, E.
 George, D. L.
 Smith, I. F.
 Timney, J. T.
 Bushell, D. J.
 Stanney, H. J.
 Terry, J. A.
 Beck, L. A.
 East, D. A.
 Allen, R. L.
 Duxford
 Substantive Corporal
 Honington
 West Raynham
 Gibraltar
 St. Mawgan
 G.D. Branch Direct commis-
 sion South Cerney
 Lindholme
 West Raynham
 Coningsby
 St. Mawgan
 New Zealand Air Force
 Lyneham
 Coltishall
 Duxford
 Finningley
 Kin'loss. Substantive Corporal
 Colerne
 Finningley
 Wattisham
 Chivenor
 Manby
 Bassingbourn
 Germany
 Finningley
 Malta
 Leconfield
 Coltishall
 Wyton
 Ballykelly
 Lyneham
 Coningsby
 Waterbeach
 Wattisham
 Germany
 Finningley
 Gibraltar
 Lindholme
 Duxford
 St. Mawgan
 Leconfield
 Wattisham
 Finningley
 Cottesmore
 Ballykelly
 Gaydon
 Wyton
 Singapore
 Leuchars
 Little Rissington
 Coningsby
 Finningley
 Germany
 Scampton
 Chivenor
 Chivenor
 Coningsby
 Ballykelly
 Ballykelly
 Little Rissington
 Wattisham
 Coltishall
 R. Rhod A.F.
 West Malling
 Wattisham
 Wyton
 Wattisham
 Waterbeach
 Waterbeach
 West Raynham
 Waterbeach
 Leuchars
 Germany
 Stradishall
 Leuchars
 Coningsby
 Marham
 Abingdon
 Abingdon
 Vasey
 Finningley
 West Malling
 Hill, J. M.
 Skinner, P. J.
 Dalton, M. R.
 Burnard, D.
 Stevens, L. J.
 Willows, J.
 Field, M. L.
 Evely, D. R. H.
 Stephens, P. J.
 Byrne, N. J.
 Dayer, R. A.
 Leech, T. J.
 Levy, C. McC.
 Hatten, A. A.
 Hart, J. P.
 Moffat, P. M.
 Ratcliff, R. K.
 Breckenridge, M. J.
 Robertson, D. M.
 Chalmers, M. A.
 Galling, M. E.
 Gardner, V. R.
 Groves, T. M.
 Beancy, M. G.
 Bottomley, T. J.
 Baker, J. A.
 Young, M. J.
 Ellis, G. P.
 Lawrence, B. G.
 Bird, E. G. E.
 Cripps, I. C.
 Roberts, D. G.
 Saxon, A.
 Gorrings, M. E. F.
 Chandler, P. C.
 Fleetham, T. R.
 Sawyer, M. D.
 Sanderson, R.
 O'Neill, B. T.
 Brooks, R. R.
 Grant, J. B.
 Young, J.
 Edridge, P. J.
 Haydon, J. M.
 Bennett, K. W.
 Setford, T. H.
 McLeod, I. T.
 Wood, R. J. H.
 Monk, A. J.
 Gawne, G. B.
 Bzale, C. P.
 Bishopp, A. L.
 Westland, J. S. W.
 MacLeod, R. P. W.
 Sidebotham, B.
 Russ, C. A.
 Dawes, T. G. H.
 Wyhorn, R. G.
 Humphries, J. G.
 Young, R. E.
 Broad, C. L. E.
 O'Mahoney, D. J.
 Owens, T. J.
 Fidler, P. P.
 Rumbleow, G. A.
 Jackson, P.
 Brookes, P. L.
 Lane, M. J.
 Moss, E. C.
 Towse, P. D.
 Bridges, I. B.
 Edsel Htoo
 Kirby, D. J.
 Slater, K. A.
 MacIntosh, P.
 Banks, M. H.
 Horton, B. C.
 Walter, F.
 Navarrette, F. A.
 Hurtado, J. J.
 Pritchard, W. A.
 Myint Thein
 Singapore
 Aden
 Germany
 Finningley
 Marham
 Waddington
 Scampton
 Chivenor
 Middleton St. George
 Wittering
 West Malling
 Thorney Island
 Leuchars
 Middleton St. George
 Kin'loss
 Kin'loss
 Gaydon
 Kin'loss
 Colerne
 Waterbeach
 St. Mawgan
 Bassingbourn
 Coltishall
 Leconfield
 Singapore
 Wyton
 Honington
 Middleton St. George
 Germany
 Finningley
 Waterbeach
 Wattisham
 Acklington
 Malta
 Germany
 Kin'loss
 West Raynham
 Finningley
 Wattisham
 Aden
 Ballykelly
 Ackington
 Stradishall
 Leconfield
 Kinloss
 Duxford
 Leuchars
 Gaydon
 Leuchars
 St. Mawgan
 Ballykelly
 Gaydon
 Leuchars
 Acklington
 West Raynham
 Chivenor
 Coningsby
 Chivenor
 Coningsby
 Bassingbourn
 Thorney Island
 Middleton St. George
 Wittering
 Leuchars
 Waterbeach
 Waterbeach
 Chivenor
 Chivenor
 Singapore
 Waddington
 Chivenor
 Burmese Air Force
 Wattisham
 Kinloss
 Kinloss
 Germany
 Leconfield
 Leuchars
 Venezuelan Air Force
 Venezuelan Air Force
 Leuchars
 Burmese Air Force

award of merit in the Y.M.C.A.'s Inter-Services Art Competition. Apart from this his painting was sold for quite a reasonable sum.

Various members are busily preparing for the forth-coming exhibitions and it is expected that the standard of entry will be of quite a reasonable level. The R.A.F. art exhibition occurs later this year and quite a number of oil paintings should be ready for entry. It is hoped that the Art Club will do quite well.

In the near future the Club hopes to accompany the Wendover Art Club when they go on week-end painting excursions.

The member (he wishes to remain anonymous) who entered one of his paintings for the Royal Academy's Summer Exhibition was recently informed that his painting was not accepted. However, to show the spirit of the Art Club he illustrated his true feelings about being rejected as shown.

CURRENT EVENTS

No. 1 (A) WING

The term started in the gloomy days of early January with everyone looking forward to the Spring when the Chilterns are at their finest. The after-Christmas gloom, however, was soon forgotten and the term passed quickly by. Saturdays seemed to crowd upon Saturdays, parade upon parade, sport upon sport. An active life and full employment shortens time and when you reach the end of your training or staff appointment you can hardly recall your tour at Halton—time sweeps by and the older you are, the quicker it goes.

This term, the 86th Entry of No. 1 Squadron was the graduating entry and the first from this Wing under the new organisation. How much smoother everything appears to run now that Squadrons are associated with Entries. No longer does the No. 3 Wing element of the graduating Entry have to slog over to Henderson for P.O.P.R. and all goes like clockwork.

Much of the success of the graduation parade was due to the Entry being under one roof with the same staff officers and N.C.O.s. This enhanced the esprit de corps and all strove to their utmost to make it an outstanding graduation parade. This they achieved. Well done the 86th Entry!

To all the members of the 86th Entry we wish all success in the future. We offer our congratulations to W.O./A/A Freeman, A. R., on his award of a prize cadetship to Cranwell, S/A/A Hunter, D., on his award of a cadetship to Henlow and S/A/A Truelove, J. A.,

and C/A/A Williams, D. P., on their selection for Direct Commission aircrew training.

The awards to the Dominion Apprentices who obtained high level results (S/A/As Parker and Dawson R.N.Z.A.F., and S/A/A Strickland R.R.A.F.) are still awaited from their respective Air Forces. The New Zealanders of the 86th Entry—S/A/As Dawson, Gardner, Parker, Ryan and C/A/A Ronalds—are probably the last New Zealanders to pass through the Wing. All who have come into contact with New Zealand apprentices will miss them as they have always been outstanding chaps both academically and in the sporting field and it is certain that many close personal friendships have been forged between us.

After our holding the B.K. Trophy for a year, No. 2 Wing beat us last term by 40 points to 36. We won the Soccer, drew the Hockey and lost both the Rugby and Fencing. No. 2 Wing should beware that we are in hot pursuit and in hard training to retrieve the coveted trophy this term. The majority of apprentices are, at heart, sportsmen and their generosity is shown by their contribution to the Olympic appeal which amounted to £22 5s. 6d. in the Wing. Talking of charities it should also be added that the Wing collected £43 6s. 0d. for the World Refugee Year Fund.

Despite our set-back in the B.K. Competition, this loss to No. 2 Wing was balanced by the successes of our band members. Detailed results are given elsewhere but, suffice it to say, with the exception of the Corps of Trumpeters and the Silver Side Drum we swept the board. A large amount

of our success can be attributed to the band element of the 88th Entry, No. 2 Squadron which comprises more than 80% of the Wing Bands.

Compared to the Spring Term, there have been few changes in the staff of the Wing. In January, Flt.Lt. T. E. Parry-Jones handed over No. 2 Squadron, "C" Flt., to Fg.Off. J. Serrell-Cooke. Flt.Lt. L. R. G. Swain finally achieved his long ambition to return to flying duties and in March he handed over No. 3 Squadron, "A" Flt. to Fg.Off. K. P. Austin. Both new officers arrived from accounts posts in Germany. We wish Flt.Lt. Parry-Jones all the best in civilian employment and with Flt.Lt. Swain success and happy landings.

At the time of writing, the Summer Term is with us, the 88th Entry is the Senior Entry of the Wing and it is hoped they live up to the entry motto—"Labor Omnia Vincit". (Toil conquers all.)

We welcome the 92nd Entry to No. 1 Squadron. At first sight they appear to be a future tower of strength to the Wing in their academic and sporting capabilities.

No. 2. (A) WING

The bleak weather experienced during this Winter Term has, it seems, produced a period of quiet calm in which activity has been, in most spheres, extremely limited.

Most of the noticeable movement took place either on the Sports Fields, where indeed a resurgence of enthusiasm was most noticeable, or in the postings of the Permanent Staff. The Sports achievements will be dealt with in the Wing Sports Notes, but we cannot let pass the fact that the elusive Barrington-Kennett Trophy was successfully returned to the Wing archives after a long absence in foreign parts. It was a pleasure to see it once again adorned in Blue Ribbon especially after the enthusiastic way in which all the Sportsmen tackled their practice for their own particular events. It was a necessary experience.

The activity among the Permanent Staff has been quite prodigious, with no fewer than nine changes taking place since the beginning of Term. Sqn.Ldr. C. Philpot, O.B.E., arrived from R.A.F. Molsworth to relieve Sqn.Ldr. J. G. Jenkins, D.F.C., recently departed to

Ceylon, and was immediately immersed in the extra activities of the Wing, taking over Rugby, Aeromodelling, and Schools Athletics, to which he has applied himself with great vigour, which has already been rewarded by the Wing winning the Barrington-Kennett Rugby competition in a most decisive way.

We also welcomed the new Flight Commanders during the term, Flt.Lt. J. Ewan from serving with the Royal Dutch Air Force, and Fg.Offs. R. Finch and C. D. Drew, both from liaison work with the U.S.A.F.

Familiar faces who left the Wing scene during the term were Flt.Lt. P. C. Evetts whose eventual destination is Aden, and Fg.Off. G. V. Shipley who went to Manby. In addition to his departure from Halton, Fg.Off. G. V. Shipley was married to Miss S. Lewis at Halton Village Church and was given a fitting send-off to his new life by his guests.

A change in the P.F. Department was caused by the departure of Sgt. A. Fleming to Gan, at short notice. This was a particular loss to the Halton Sports Teams as Sgt. Fleming was an excellent all-round games player: particularly in the Basketball field. The vacancy was filled by Sgt. V. Thomas who also is a first class sportsman, and who, at the time of writing is preparing to compete as Vice-Captain of the Great Britain Team in the Pre-Olympic Basketball Tournament in Rome in August. Our compliments and best wishes go with him.

As we had no Graduation Entry from the Wing, the end of term passed without the usual climax of preparation, and this added to the feeling of a quiet and tranquil term.

With the approach of Spring, and a new term however, no doubt the tempo will increase once more to match the brightening of the weather.

No. 3 (A) WING

Our first full academic term as Junior Wing started with the arrival of the 94th Entry in January, and ended with the passing out of the 92nd Entry into No. 1 Wing: both operations were a complete success, and the patients are thriving! The 94th quickly settled down in No. 1 Squadron, and it wasn't long before they showed the 93rd that No. 3

Squadron did not have the corner in either Soccer or Rugby players; in fact, two of the sporting highlights of the term were the challenge soccer match between the 94th and Halton Minors—virtually a 93rd Entry team—and the inter-Flight “cup final” between the same two Entries. The Stadium has never held a more enthusiastic and partisan crowd than for this last match! In fact, the 93rd proved their “seniority” in both games, but the standard of play and closeness of the contests augur well for the future of the senior school teams.

The 93rd Entry has been singled out for the honour of mounting the A.O.C.s parade in May, and the Wing as a whole has been knee deep in sandpaper, varnish, blanco, paint and clothing parades in preparation for the annual Inspection. As The Day approaches, it becomes more and more certain that the new wine of self-help interior decoration and ingenuity will, after all, go quite effectively into the old bottles of ancient barrack blocks!

The “graduation” of the 92nd Entry into its Senior Wing was marked by a full-scale ceremonial parade; all credit to the Apprentices of the Entry, and their Instructors, for a cracking good parade which was carried out entirely by Apprentices, as in the final Graduation parades; a very considerable achievement for first-year Apprentices, and, incidentally, an effective commentary on the value of integrated Entry training under the “new deal”.

A comprehensive programme of weekend activities has included no less than three trips to Heath Row, as guests of B.O.A.C. and Hunting-Clan; on one notable occasion, about 30 budding technicians were let loose (well, more or less!) in a Comet IV on the tarmac. Little wonder that Apprentices are becoming a bit blasé about joyriding in Chipmunks! Then there was a mass invasion of the Navy stronghold at Portsmouth in March by the 93rd Entry, who “took in” the old Victory and the new Victorious, together with the naval museum and, of course, traditional Navy hospitality! Casualties were, happily, light, and confined to the sort of incipient seasickness that can be brought on by just looking at the water in some moments of stress!

The Duke of Edinburgh’s Award Scheme is once more well and truly under way in the

Wing, and, if present plans materialise, there should be about 30 Silver award candidates to go forward to the senior Wings for the completion of their Gold awards when the time comes. The “expeditions” section of the scheme, in particular, will involve a test hike in June among the peaks of Derbyshire, and under conditions that offer the same kind of challenge to enterprise and fortitude that the more senior Entries experienced last summer on the tors and moors of Cornwall. As a sidelight that may illustrate the personal Royal interest in the Scheme at Halton, one of our Apprentices, who is a Queen’s Scout, was presented to the Duke of Edinburgh at Windsor recently; the Duke’s first enquiry was how his Scheme was faring at Halton, and his questions were characteristically searching!

Flt.Lt. Dave Taylor, who organises the expeditions with the flair that comes naturally to an experienced mountaineer, has also taken to the water with another party of sailing enthusiasts—this time, with the Navy League at T.S. Neptune, on the Thames. All in all, never a dull moment—not even at weekends!

On the Staff side, it looks as though there will be very much of a “new look” about the Wing in the very near future. Wg.Cdr. Stephenson gives up his chair to Wg.Cdr. E. N. Scott, who comes from the cockpit of a Canberra at R.A.F. Bassingbourne to command the Wing; while Wg.Cdr. Stephenson goes to command R.A.F. Wroughton, near Swindon. Our best wishes go with him. Sqd.Ldr. H. C. Taylor has already acquired “the other half” to his badges of rank, and is now O.C. Tech. Wing at R.A.F. Thorney Island. He will be missed for his boundless enthusiasm and energy, both in the Wing and as Halton’s High Priest of Athletics; one thing is certain: that if any technician at Thorney Island finds himself literally chased by his Wing Commander, then he will have to keep running for a long, long time! His place in command of No. 2 Squadron has been taken by Sqd.Ldr. Perioli, of whom more is written elsewhere.

During the course of last term, Flt.Lt. F. X. (for Xavier!) Macnamara left us for a small Unit up near Liverpool; the friend of very many Apprentices in need of a sympathetic hearing, and the despair of those

HEADQUARTERS TECHNICAL TRAINING WING

AIRCRAFT ENGINEERING SQUADRON

AIRFRAME FITTER FLIGHT

This term it has been our misfortune to say "Au revoir" to one of the best-loved members of the Instructional Staff—I refer of course to our ex-supervisor, Mr. Fred Sainsbury who has, on promotion, now taken up the post of Instruction Superintendent at R.A.F. St. Athan.

Fred has been an Instructor since 1935 and a Supervisor in the Airframe department since 1952. Prior to this, however, he had done some 12 years as a serving member of the Royal Air Force which he joined as an Aircraft Apprentice in January, 1923, thus completing to date over 37 years Air Ministry Service.

He has at one time or another carried out all the tasks connected with instructing and supervising the many and varied phases which go to make up the not inconsiderable aspects of Airframe requirements.

Fred is by nature a likeable chap with an easy grace and charm; taking a very great interest in the Apprentices, his fellow men and those in authority over us.

The job of Supervisor calls for qualities rather removed from instructional duties as such, and the possession of "that sensitive awareness of the needs of others", which is more popularly known as "tact". This, whether it were inherited or acquired, he had in full measure.

He welded together our heterogeneous band of members with their varying idiosyncrasies in a way that could but call for admiration from the least of us. He stilled the angry tongue, soothed away our grievances (whether real or imagined), kept the balance between Service and civilian by timely intervention, and on more than one occasion brought harmonious relations to what could have been explosive situations. However he was no weakling (and we argued our points of view in no uncertain terms), but, like Voltaire, would disagree entirely with what one said,

while defending to the death one's right to say it.

A good cricketer, no mean hand with the paint brush, and a regular contributor of prose with subtlety and humour to this Magazine, we salute you Fred. The Halton scene won't be the same.

God speed and may all that life has to offer be yours—"Au revoir"!

ENGINE FITTER FLIGHT

Our usual contributor is in hospital so what follows may make a change.

The 86th did fairly well at Finals and at the moment, the 87th is being well and truly crammed. During the few remaining weeks they have some hard work and also some opportunities which are "non-recurring".

On the equipment side, we have reverted the Gipsy Major for Prelim. Engines and the Leonides has replaced the Cheetah which has been our "prelim." radiol for about eight years. It is not impossible that the long-talked-of Electrics phase of Broadened Training will really begin during this term. Also, we may soon be teaching turbo-props, and nominations for Proteus courses have been made.

The normal changes in personnel have taken place. Snr.Tech. Paley has gone to Germany, Ch.Tech. Watkins has started his Crew Chief course and Ch.Tech. Dickins has left us for Duxford. W.O. McIntyre is shortly going to Malta and this son of the Emerald Isle can take it as a compliment when we say that it seems much less than three years since he came to the Flight. Thank you, Mack, for a very happy association. To all who have left or are leaving soon, our sincere thanks for work done and good wishes for the future.

The losses are partly offset by the arrival of Ch.Tech. MacIntyre from Dishforth. He is in the shaking-down stage at the moment and we hear that he is blitzing a neglected garden, so he evidently intends to be with us for a time. We hope he will enjoy his tour. On the civilian side the only change to record is the

departure of Mr. R. E. Adams for Weeton. If he should happen to see this, can he confirm the rumour that he is coming to Halton again?

In the Basic Shops, the quiet manner of Mr. Butterworth replaces the rather lively temperament of Mr. Cox who for health reasons is unlikely to return to us.



"This, sir, is one of the more backward classes"

ARMAMENT SQUADRON

The one hundred per cent graduation achieved by the 86th Entry during April was indeed a creditable effort on their part. Credit and congratulations must be given also to the instructional staff. This hat-trick achieved for the hundred per cent pass-out is becoming the rule rather than the exception. Well done! 86th and in particular the staff.

Promotion (a praiseworthy ambition) of the Armament Staff at the time of writing is as follows: Snr. Tech. Griffiths to Ch. Tech., Cpl. Tech. Pendry and Cpl. Tech. Field to Snr. Tech. They are to be commended for their efforts.

Farewells have been said to Cpl. Tech. Briggs, "Charlie" to all of us who knew him, who has departed to a warmer clime, and to Mr. M. G. Miles who after many years' service to the Royal Air Force and Halton has retired. We wish him good luck and good health in his retirement.

We welcome new arrivals to the staff and wish them every success in their tour of duty at No. 1 School of Technical Training.

The fire of the 4th May did nothing to dampen the spirits of the Armament Staff and with the help of the apprentices they made a quick recovery and are to be congratulated.

ELECTRICAL AND INSTRUMENT SQUADRON

ELECTRICAL FITTER FLIGHT

Having survived the flames, dodged the falling glass from the roof, and dried out the gallons of water hosed at us, we are able to report that, in general, very little disturbance to training was caused by the recent outbreak of fire. The electrical basic team have moved into Bay 3 for a short while until things settle down, and Mr. Baker has set up shop next door and is issuing equipment, a little singed around the edges, with his usual efficiency.

The "Broadened Training System" has started this term in spite of the fact that all training notes and training aids compiled by Mr. Brand, Mr. Poole, and Snr.Tech. Crow were destroyed. Soon classes from the Engine and Armament Squadrons will follow those of the Airframe Squadron and receive a short series of lecture/demonstrations on electricity. We hope that this will indeed widen their outlook. Incidentally, hammers and chisels may be left at the door and collected after the lecture.

We congratulate the 86th Entry on a 100% graduation, especially A/A Legg, who achieved the highest basic mark of all trades with a well deserved 92%. We look to the 87th Entry for a repeat performance of these efforts.

The progress prize was presented this term to C/A/A McKinstry N. Z. of the 89th Entry, for the progress he has made over the first half of the course. It is a book on aircraft electrics to help him to do even better in the second half.

A welcome is extended to Cpls. Pryce and Jefferson who have joined us from Cottismore with the latest "gen" on V bombers. This helps to offset the loss of Sgt. Connolly who has now been posted to No. 1 P.H.U.

Congratulations are due to two members of the Staff: first to Snr.Tech. McLean on receiving a commendation from the C. in C. 2nd T.A.F. for the work he did there prior to his posting to Halton, and second to Snr.Tech. Pryar for both his promotion and propagation—an 8lb. 11oz. bouncing boy!

Once more we give thanks to Snr.Tech. Byron and Sgt. Taylor and those behind the scenes who organized the trip out to the New Theatre, Oxford, to see the farce "Roar like a Dove". All are agreed that it was a most enjoyable evening. It is to be hoped that their efforts to organise future activities will be equally successful and just as entertaining.

INSTRUMENT FITTER FLIGHT

Since the last issue the promulgated rumour, has now become fact. (Halton Magazine, Volume XXIII, Number 1, Page 27, last para refers.) Cpl.Tech. Owen has left the "Cooks' reservation" and now has his own "long term service" cook and we hope he assists with the washing up. Our heartiest congratulations and best wishes to them both.

Readers far and near will, we expect, have heard of the disastrous fire, which in addition to destroying the Church of England Church and the Concert Hall, also burnt out a number of our adjacent practical classrooms. At the time this article is being written there is much feverish activity in finding new homes for the displaced persons. For the present we are squeezed up, "making do" and where possible "mending". Quite a fair proportion of salvaged instrument training equipment which has been well saturated with water has since been stripped, cleaned, dried and made serviceable. As these troubles followed so soon after the disruptions caused by the installation of the new heating system, we are beginning to acquire the Dutch characteristics in rebuilding after disaster.

The 87th Entry were hardly affected, being in their last term on Airfield Training, and we feel confident that, with the promised assistance from other training establishments and our own efforts, training for Entries affected will soon be normal. The writer has just noticed that the last sentence in the first paragraph of our last article reads "We all now appear to be settled down again and getting on with our instructional task". Although ironic at the moment, we hope it will be true again for the next issue of the magazine.

Recent staff changes are: Sgt. Walmsley complete with "facial fittings" has moved

from his classroom in Workshops to the Airfield Training Squadron where he now has more room to "spread". His internal posting resulted from the vacancy created by Snr.Tech. Aspinall's posting to Melksham for trade-testing duties. Ex-Sgt. P. Norton who

was a Service Instructor (Cameras Phase) with the Flight, has now rejoined us as a civilian instructor. Our very best wishes go to the 86th Entry Instrument Fitters who have left us on graduating, have ceased to be U/T, and have become producers in the great machine.

AIRFIELD TRAINING SQUADRON

The picture changes : more buildings have gone—this time, the two wooden huts, one-time "First Year" lecture rooms, near the Airfield main gates; one will soon grace a site for the Scouts in Wendover, having been dismantled by Mr. Paul and assistants over a weekend.

5003 Squadron departed temporarily, leaving two beautiful stretches of sun-reflecting hard-standing, a concrete sump which is equal in grace to many local swimming pools, and a few acres of no-man's land, which are now being levelled. Next Winter, mud should be hard to find. The hangars have now been painted a dark shade of green, which harmonises well with the surround when the sheep have finished their weekend explorations. Hangar approaches are now restricted by concrete blocks (devil's teeth), designed to restrain the passage of cars with short-sighted drivers.

The almost constant whine from the "Comet" is sufficient indication of usage, and though muttered remarks have been overheard in both classrooms and offices, it is

undoubtedly an asset : also an attraction to users of the nearby road. Another "Cannberra" is due to arrive, and this time, will be flown in : the present two are very much in demand, and a third will greatly relieve the situation.

A great urge is being made to both Apprentices and Staff, stressing the need for alertness on all aspects of Flight Safety. Is Ground Safety due for a boost?—fingers have to be counted occasionally.

The 87th Entry is fortunate in attending the Airfield this Springtime : everything is at its best. Great things can be done, and this Entry should be able to do them. After all, they have many advantages not enjoyed by previous Entries; rides to and from work, modern aircraft and equipment, heated classrooms and hangars, no mud, and a minimum of note-taking. They never had it so good.

To new arrivals we extend a welcome : Sgt. Kingston from Little Rissington, S/Tech. Taylor from Workshops, Cpl.Tech. Brill from Kinloss.

VOLKSWAGEN
KEITH GARAGES
 LIMITED
 AYLESBURY
 Phone : AYLESBURY 3434-5



SALES **Early Deliveries**

SPARES **Large Stocks Held**

SERVICE **Works Trained Mechanics**

APPRENTICE SCHOOLS

We are unfortunately "in the red" on "aves atque vales", having omitted in the last edition to wave goodbye to Gp.Cpt. Stockwell on his departure to Andover, and to welcome his successor Gp.Cpt. Pitt. The omission is repaired herewith.

The 86th Entry has left the seclusion and protection of Halton with its gentle and cultured atmosphere, for various parts of the harsh world; but the posting of Education Officers must surely be controlled by some whimsical spirit. Perhaps there is still a ouija board (mahogany embellished with brass bindings) in use at Air Ministry.

During the last two terms seven officers left schools and nine have been posted in. Wing Commander Farrell, the benign head of Electrical and Armaments left quietly one Saturday morning. So quietly, that most people did not know he had gone (one recent arrival didn't even know he was there). He is now at Technical Training Command Headquarters.

Squadron Leader Rowland, after a last meticulous wipe of the blackboard, left for Ayrshire where dramatics and sailing will surely be foreign to a population composed mainly of sheep, and still using coracles.

Flight Lieutenant Walton, that eminent golfer, squash addict and raconteur has gone over the wall and left the cultured security of education for the bureaucratic conformity of the Secretarial Branch. His two years of teaching the Venezuelans left few scars and he is now viewing the mildewed walls of Edinburgh.

Flying Officer Truman has resumed civilian life as Christine's brother. His existence here was rather schizophrenic: the easiest way to find him was to look in the newspaper for the latest tennis tournament. He will be a great loss to R.A.F. sport.

First among the new arrivals is Wing Commander Cropper who has come from 24 Group to control the Applied Science Studies. On the cry of "All Change" Wing Commander Druett has moved on to Electrical and Armament Studies. Flying Officers Hockaday, Goodfellow, Ashton and Probyn have joined the teaching staff together with Pilot Officer

Robbins who adds another egghead to the National Service team.

Flying Officer Probyn is here for pin money as his wife is a successful fashion designer. Flying Officer Ashton has been posted in to fill the outstanding vacancy of Officer i/c Common Room Tea; previously run at a fabulous profit by Flight Lieutenant Walton.

Flight Lieutenant Armstrong who spends his spare time having haircuts and looking for pretty faces to photograph, has come to replace Squadron Leader Rowlands in General Studies.

Life in schools is pleasant and congenial. Even the newest arrivals soon realise that teaching apprentices is not quite purgatory, and, as we move into the Summer months and the typists appear in their gay dresses after the red noses and heavy boots of winter, an atmosphere of philosophic calm settles down on the mellowed stone walls.

CHURCH NOTES

ST. GEORGE'S

